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THE HONGKONG DISPENSARY,  
HONGKONG, 31st August 1888.

THE HONGKONG TELEGRAPH

HONGKONG, WEDNESDAY, SEPTEMBER 26, 1888.

## TELEGRAMS.

(Reuters.)

THE CROWN PRINCE'S DIARY.

LONDON, September 24th.  
The publication of the Emperor Frederick's diary has caused a great sensation throughout Germany, showing as it does that the foundation of the Empire was due to his exertions in face of the opposition of Prince Bismarck and the reluctance of the Emperor William.

AFFAIRS AT SUAKIM.

The Kaffir rebels have closed round Suakim. The Egyptian Government is despatching an expedition.

DEATH OF BAZAINE.

General Bazeine is dead.

In "Men of the Time" we find the following summary of the career of the famous French general. General Achille Bazeine was born February 1, 1817. Having finished his studies at the Ecole Polytechnique, he entered the army in 1837, served in Africa in 1837, was promoted to the grade of lieutenant in 1836, and received the Cross of the Legion of Honour on the field of battle. In 1837 he was engaged in the campaigns in Spain against the Carlists, and returned to Algeria with the rank of captain. In 1839 he took part in the expedition of M. de Lamoriciere to Morocco; was chosen, in 1843, at the outbreak of the war in the East, to command a brigade of infantry; and during the siege of Sebastopol was honourably mentioned in the despatches of Marshals Canrobert and Pelissier. He was subsequently appointed a general of division, and commanded the French portion of the expedition which relieved Kerbala. In 1856 he was appointed inspector of several divisions of infantry. In 1856 he accepted a command in the French expedition to Mexico, where he greatly distinguished himself, succeeding Marshal Forey in the supreme command in 1863. He was created a Marshal of France, Sept. 5, 1864, having been previously nominated Commander of the Legion of Honour, Aug. 16, 1856, and Grand Cross, July 2, 1863. While holding the supreme command in Mexico, he drove back President Juarez to the furthestmost frontier of the country (1864); made himself master of the fortified city of Oajaca, the garrison of which consisted of 7,000 men, and ordered to him unconditionally (Feb. 8, 1865); and organized against the partisans of the Republic a system of guerrilla warfare, which was carried into effect with much bravery and barbarity, under the direction of the notorious Colonel Dupin. Fatal misunderstandings arose, however, between the Emperor Maximilian and the leader of the French expedition, who was also greatly embarrassed by the obstinate resistance of the natives and the policy pursued by the United States. At length in Sept. 1865, Marshal Bazaine, finding the maintenance of the empire impossible, commenced preparations for conducting his troops back to France. He concentrated them on Vera Cruz, and prepared for a general embarkation, while vigorously repelling to the last the attacks of the natives. On March 12, 1867, he quitted Vera Cruz with the whole of the expeditionary forces. The same year he was appointed to the command of the Third Army Corps stationed at Nancy, and on Oct. 15, 1869, he was nominated Commander-in-Chief of the Imperial Guard. During the earlier stages of the disastrous war between France and Germany, Marshal Bazaine acted a most conspicuous part. On the capitulation of Sedan he retired to the fortress of Metz, which was immediately invested by the German forces under Prince Frederick Charles. After a siege of seven weeks the place capitulated, on which memorable occasion three marshals, 50 generals, over 6,000 officers and 173,000 men, laid down their arms. Marshal Bazaine left Metz on the day of the capitulation, on account of his unpopularity and the insecurity of his life. After staying in England for some months, he was, in August, 1871, summoned to Versailles by the Military Commission of the National Assembly. The Commissioners appointed to inquire into the capitulations made during the war brought serious charges against Marshal Bazaine. In consequence of their report, he was handed over to a Council of War organized by a special law, and was imprisoned at Versailles during the preliminary examination in May, 1872. He was afterwards tried at the Grand Tribunal of Versailles by a court composed of general officers, presided over by General de Ducoux. He was charged not only with military incapacity in allowing himself to be blockaded by a nearly equal force in Metz, and in his ultimate capitulation, but also with a treasonable design of making himself, by the aid of his army, and with the connivance of the enemy, independent of the Government of National Defence, which had been universally acknowledged by France. The trial commenced on Oct. 6, and ended on Dec. 10, 1873. On the charge of political faith the court returned a verdict of acquittal, but on the issue whether the Marshal had done all that was required by duty and honour, he was, by a unanimous vote, found guilty. The court condemned the prisoner to die by guillotine, but at the same time recommended him to mercy. Two days afterwards, President MacMahon commuted the punishment of death to confinement for twenty years in a fortress, and

remitted the ceremony which, according to law, accompanies the sentence of degradation. He was, however, deprived of all his dignities, dismissed from the army, and sent to undergo his sentence at the Ile Sainte Marguerite, a small island just off Cannes, on the Mediterranean. Here Bazaine lived for nine months, enjoying a good deal of freedom, and constantly in the society of his wife and children and of his old aide-de-camp, Colonel Villette. On the plea that the health of the children was affected, Madame Bazaine left the island and sought an interview with Marshal MacMahon, the President of the Republic, in the hope that he might be induced to allow her husband to pass the rest of his days an exile but not a prisoner. But the President declined to interfere; and it is believed that the coldness of his refusal induced Bazaine to try the chance of flight. On Sunday, Aug. 9, 1874, he passed the evening in conversation with Colonel Villette, and on the morning a rope was hanging down from the parapet of the fortress, and the prisoner was gone. It afterwards appeared that Madame Bazaine and her cousin had been waiting for him in a boat at the base of the rock. They took him on board a ship which was lying near, and he succeeded in escaping to Italy. He afterwards proceeded to Cologne (Aug. 14), spent a short time in England, and ultimately took up his residence in Madrid, where he arrived Nov. 17, 1874. In Sept. 1874, he addressed to the *New York Herald* an extended and elaborate apology for his conduct when in command of the French army within Metz. In April, 1883, he published a book, dedicated to Queen Isabella II., in which he describes the share he took in the Franco-German war.

THE LANCASHIRE PLATE.  
Scribbles, First.  
Ayshire, Second.  
Le Nancy, Third.

(From the *Courrier d'Haiphong*.)

MORE FRENCH TROOPS FOR TONKIN.

PARIS, September 14th.  
The chartered steamer *Colombo* left Toulon with one thousand troops on board.

FRENCH INDO-CHINA.

September 13th.  
The Government has appointed a Commission to study the means of exploring the wealth of Indo-China.

HANOI, September 14th.

In pursuance of instructions received from the Governor-General the gambling farm will not be put up for public tender in 1889.

THE FRENCH CHAMBERS.

PARIS, September 19th.  
The Chambers have been convened for an extraordinary session, on October 9th.

(From the *Avenir du Tonkin*.)

THE PRESIDENT OF THE FRENCH REPUBLIC.

PARIS, September 14th-18th.  
The President of the Republic has visited Havre, Rouen, Elbeuf and Caudebec, and after receiving many ovations, returned to Fontainebleau.

ANOTHER FRANCO-GERMAN FRONTIER INCIDENT.

September 19th.  
On the Vosges frontier a German policeman was found dead, a bullet having pierced his neck; on an enquiry being instituted, it was thought he committed suicide.

TYPHOON IN THE CHINA SEA.

The Spanish Consul has favoured us with a copy of the following telegram from Bolinao, under-to-day's date:—

"A typhoon is raging East of Luzon, and appears to be travelling North-westward."

LOCAL AND GENERAL.

The Portuguese transport *India*, Capt. Gustman, left this morning for Macao whence she will proceed to Timor and Lisbon.

AN Emergency meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

MR. C. D. Harman, agent of the O. & O. S. S. Co., informs us that the steamer *Oceanic*, with mails, &c., from San Francisco to the 8th inst., has arrived at Yokohama, and will sail for this port on Friday, the 28th.SAYS the Foochow *Echo*—The losses that the native teamen will have to stand if they sell their tea at prices now offering by foreign buyers, will be some 30 to 40 per cent. below the actual cost, while in Souchow the loss is said to be close on 50 per cent!

We are requested to state, in answer to "Enquirer's" letter yesterday, that the idea of disabling the junk in which the convicts were escaping originated with Inspector Stanton, although a turnkey who was on board undoubtedly took the wheel of the launch when two unsuccessful attempts to ram the junk had been made, and carried the idea out.

The *Japan Mail* informs us that the funeral took place on the morning of the 18th, of Mr. Matthew Falconer, of Hongkong, a partner in the well-known firm of opticians and jewellers in the Queen's-road. Mr. Falconer arrived in Yokohama on the 15th in the *Bohara* for the benefit of his health, but was so ill that he had to be carried on shore, and died on the morning of the 17th at the Club Hotel of paralysis cordis.

At the Police Court this morning before Mr. Pollock, six Chinese convicts Nos. 8, 27, 51, 54, 74, and 141, appeared on remand charged by Inspector Stanton with murder, piracy, and endeavouring to escape from the chain-gang at Kennedy Town on the 18th inst. In his original charge Inspector Stanton said the prisoners were charged with the murder of Cornelius Pereira, a turnkey of Victoria Gaol, on the 18th inst., on board the junk No. 739, the property of one Kwok Ling Yee, and with escaping from the lawful custody of the chain-gang on the same date. The Inspector having further stated that Nos. 7, 9 and 10 were still in the Gaol Hospital and in an unfit state to appear in court, the case was again remanded to the 3rd October at 9.30 a.m.

THE Foochow *Echo* is glad to hear that the Stewards of the Race Club, have been able to order twelve subscription griffins for the forthcoming meeting. They will, no doubt, arrive by an early steamer, and if a nice level lot, good fun may be looked for during the training, and good racing at the meeting. If the above paragraph should meet the eye of the "Man in the Ditch" our contemporary hopes he will not be absent when the ponies are landed.

On June 8 last a correspondent at Shepherd's-bush despatched a postcard from London, with the Brindisi and Suez Canal route, to Hongkong, with the request that it might be forwarded to the addressee at San Francisco and New York. The card was duly received by the original sender last Friday morning, the time taken in its transit round the world being exactly seventy days, which is about forty days less than the time taken ten years ago. The card was franked for 3d.

LEUT. Hornblower, of the Commissariat and Transport Department, died last night on board the *Meane* hospital ship. He had been suffering from fever since Sunday, and his temperature rising to 110 after being removed to the ship, he died shortly afterwards. He was a man of splendid physique, and was a well-known resident at the Victoria Hotel. He had only been a few months in the colony. The funeral took place this afternoon, and was attended by a large number of military and Masonic friends.

THE *Japan Mail* notifies that at the request of members of the Kyoto City Assembly and the Kyoto Chamber of Commerce and Industrial Association, Dr. Bigelow delivered a lecture the other day in the western capital on the Fine Arts of Japan. He chiefly urged on his audience the necessity of properly studying, not merely imitating the works of ancient masters. To this end he suggested the formation of a Fine Art Museum in Kyoto, the chief function of which should be the preservation of old art objects. He laid great stress upon the importance of Japanese art workers and designers having a distinct idea of the practical requirements of the time, instancing a case which had come under his own observation, where a most delicately wrought silk fabric proved unsuitable either for the purpose (adorned a window recess) for which it was designed, or for use even in the shape of clothing.

TO-DAY at the Police Court a young hawk appeared before Mr. Pollock charged with the unlawful possession of an umbrella on the 25th inst. P.C. Chang Kwei said that at 2 p.m. on that day he went out in plain clothes and in passing through Upper Lascar Row saw defendant exhibiting the parasol to some of his friends. On complainant walking up to ask where they had found the parasol all hands made a rush for another place, but he arrested defendant on the ground of unlawful possession. The accused informed his Worship that he had no right to do with the parasol further than some men whom he knew had possession of it and asked him while he was passing by whether the ribs were made of iron or steel; while explaining the matter scientifically he was suddenly run in. Complainant stated that nobody had the parasol but the accused, and the youthful depredator was sent to gaol for one month, with hard labour.

WE take the following from Messrs. Wheelock and Co.'s Freight Market Report, dated Shanghai, 21st September, 1888:—During the period elapsed since issue of our last circular dated 7th instant, only a trifling business has been done on our freight market. Coasting rates are unchanged and for the Northern Ports there is at present no demand. From Nagasaki to this, there is absolutely no enquiry. Coals being so very scarce there. The Glen Line steamer *Glenlyon* will sail from this on the 23rd instant for Cebu to load for the United Kingdom under home orders. Quotations are:—Newchang to Swatow, 10 Mex. cents per picul, steam, small enquiry; Chiofoo to Swatow, 13 Mex. cents per picul, small demand; Nagasaki to Shanghai, \$1.20 per ton of Coal net, for steamers; \$200 ship for sailing vessels, no demand. Settlements for the fortnight:—*Loong Wha*, British schooner, 347 tons register, Newchang to Foochow, 20 Mex. cents per picul, 17 day date. Disengaged vessels in port:—*Chatsburyland*, British barque, 408 tons register, for sale *Maria*, British barque, 780 tons register, also *Tetuan*, German barque, 488 tons register.

FULLER particulars of the mishap to the steamer *Penang* appear in the *Samarang locomotive* of the 6th instant, quoted by the Singapore *Straits Times*. The vessel arrived there early on the previous morning, from Cheribon, where she had taken in several baskets of tobacco. At daybreak, discharging operations began, and fresh cargo came in. The master went ashore to see the agents of the steamer. At half past 9 a.m., while the officers of the steamer sat breakfasting, one of the coolies brought word that fire had broken out in the forehold. They immediately made their way forwards, and found that the fire was among the cargo amounting to 2,500 piculs, and consisting of sugar, beans, rice, potatoes, gambier, *Atraxia*, tobacco, and twenty leaguers of arrack. Fire engines soon despatched to the spot by the marine authorities were quickly brought to bear on the fire along with the steamer's own engine. The hatchways were shut and holes cut in the deck to admit of the water being freely into play. The afterhold was kept isolated by means of iron watertight compartments. Meanwhile, the *Penang* steamed on to where the water was only 13 feet deep, so that she might not sink in deep water in case of scuttling. At 3 o'clock the engines had worked so effectively that 6 feet of water stood in the hold. The leaguers of arrack, happening to be undermost, came wholly under water, so that there was no danger of the kegs bursting. At this stage the first mate, the engineer, and the marine police inspector, set to work keeping the cargo above water with the hose of the engines. They were unwearied in trying to save the steamer. At four o'clock the fire was brought under for the most part. It started owing to the tobacco, kindling from being too close to the engine room. The steamer herself has suffered no damage worth speaking of. A portion of the sugar has melted. The beans were wasted, and the potatoes floated above water like many water balloons. On the 6th she was discharging the water taken in, and receiving cargo.

MESSRS. Butterfield & Swire, Agents, Ocean Steamship Co.'s steamer *Albatross*, left Singapore for the Straits on the 21st inst., and is due on the 1st proximo.

THE Municipality of Singapore, says the *Straits Times*, has had to give in to the Government on loan question, after vainly trying to secure better terms in the direction of interest at 41 per cent. The Government would not budge from the standpoint of 5 per cent. interest, though the finances of the Colony admit of a more liberal policy towards the Board. The latter, finding that there was no help for it, submitted to the Government demand. The Government may perhaps claim credit for not taking advantage of the necessity of the Municipality to exact still higher terms. As 5 per cent. is not likely to find much favour among investors, the Government will have to take up most of the loan, at half per cent. profit. The old loan held by it bore interest at 41 per cent.

WE are in receipt of "Rules and Regulations of the Jamsjee Nesserwanjee Petit Parsi Orphanage," of Bombay, an institution which owed its origin to the liberality of its founder, as the following extract from the Preface will show:—"This Orphanage received its designation in honour of the memory of the late Jamsjee Nesserwanjee Petit, who departed this life at Bombay on the 18th day of March 1883, and who was the favourite and only son of Nesserwanjee Manockjee Petit Esq. who, on the *Qahnamd* ceremony day of the said son, set apart (amongst several other sums) the sum of Rs. 2,14,200, and also a house valued at Rs. 1,50,000 and situated on the West side of Meadows Street within the Fort of Bombay and bearing No. 17, both together aggregating the sum of Rs. 3,64,200 for the purpose of providing for the maintenance and education of Parsi Orphans and other destitute Parsi boys."

REFERRING to the O. & O. Co.'s steamer *Gaelic* trip from the Golden Gate to Yokohama last July in 15 days 14 hours, a San Francisco contemporary says it is the second best passage ever made, and adds:—"The quickest passage on record between here and Yokohama is that of the steamer *San Pablo*, which made the trip in 14 days 23 hours. The bulk of this erstwhile splendid steamer is lying high and dry on the coast of Formosa, so that Captain Pearce can fly the whip, or pennant, at his masthead, in proud recognition of the fact that his gallant steamer has made by far the quickest trip across to Yokohama of any vessel afloat." The notions of the San Francisco journalist regarding Far Eastern geography are, to say the least, crude. The hulk of the *San Pablo*, or rather what remains of it, is lying—not high and dry by any means—a good many miles from the coast of Formosa. The *San Pablo*, which was, as a matter of fact, a resuscitated collier, was wrecked on the Tan Rocks, about ten miles north of Turnabout lighthouse on the Chinese coast, on the 18th of April last.

TO-DAY at the Police Court before Mr. Pollock, Cheung Atak, a stone cooler, was charged by P.C. Prina Singh with being found in possession of a deadly weapon on the 25th inst. In the public streets. Complainant said that on the evening of the 25th inst. he was on duty on the Chinese Recreation Ground when he saw defendant running very fast with an iron bar in his hand; several men were chasing him. He closed with the prisoner and arrested him. Defendant denied the charge, and said that yesterday evening, after knocking off work and having his rice, he thought he would take a look round in the open air. While passing along the street he heard a great noise near the Man-mo temple and seeing a lot of men running in that direction he also took to running, when the constable seized him. On being recalled the policeman said he arrested the prisoner because he was grasping the iron bar in his hand (bar produced)—a formidable looking weapon with a loop at one end. The charge being proved, prisoner was sent to gaol with hard labour for fourteen days.

LAST week's number of the *Extremo Oriente* publishes an editorial advocating the creation of a Portuguese school in the Colony. This is a very old subject again brought on the tapis. A great deal of agitation went on last year among several prominent members of the Lusitanian community for the establishment of what they styled as the grand desideratum among them—a school where the Portuguese language would be taught their children and grand-children. We have on several occasions expressed our impartial opinion on this project, and said and demonstrated that an exclusively Portuguese educational establishment in this Colony was the most absurd thing that any reasonable human being could think of. A foreign institution established in the midst of an English colony, and having for its especial object, the perpetuation of the foreign element and language among us, will never deserve the sympathy and protection of the Government or of the public at large. We have supported the project of the establishment of a mixed studies and the chief aim in view should be to prepare the first increasing number of Portuguese youths in Hongkong to adapt themselves to the requirements of the place where the majority of them were born and will in all likelihood spend the whole of their existence. As the article in the *Extremo Oriente* above alluded to takes the same view of the matter we do, we hope the proposed school will some day become a reality, to frequent what are the more prominent members of the Lusitanian community. There is a subject very closely connected with this, to which our attention has often been called by several liberal-minded Portuguese, and that is the tremendous opposition the Roman Catholic clergy in this colony are raising to Portuguese youths frequenting Government and other Schools, exclusive of the Christian Brothers' establishment. We are told the old rusty machinery of ecclesiastical excommunication has once more been set going by the Catholic missionaries as a deterrent to parents who allow their children to frequent what are termed Protestant Schools. This is a serious matter, and deserves being severely handled by the Government if necessary. We allow every liberty to Roman Catholic priests, and to the followers of the old faith, but any attempt at clerical intimidation, or any inquisitorial threat of excommunication to coerce free citizens in this Protestant colony, is a clear breach of the law and should be promptly dealt with as such.

NEXT month, according to the *Straits Times*, the recent Act for the taxation of dogs in the settlement of Singapore will come into force. Something of the sort here would not do any harm.

THE *Courrier d'Haiphong* notifies that M. Tareau, Resident-General, was expected at Haiphong, whence he was to leave for Hue by the steamer *Artigue*. During his absence, M. Tarnat, Resident-Mayor of Hanoi will, according to orders received from the Governor-General take over his functions. The Kin-luc Nguyen-Hun-Du, a native dignitary of high rank, will shortly leave for Hue.

THE *Straits Times* reports from Sumatra that the natives do every mischief they can manage to think of; cutting and stealing the telephone wires is a daily occurrence. On the 5th August, on the railway line between Lamara and Lampenerat, they actually lifted the rails for a considerable distance in the evident expectation of upsetting the train, and of murdering and robbing indiscriminately. Fortunately those in charge of the approaching train found this out and stopped in time, but the train was attacked by such a well-supplied force of about 150 natives, that it was considered safest to steam back as fast as possible. Even the repairing train, although escorted by troops, did not escape their fire, and some where about dead. On the 7th August they repeated the same tactics, but, taught by experience, on a more extensive and elaborate scale. For the length of about 15 feet they lifted one side of the rails considerably, and supported them with bricks, so as to make sure of driving the train from the rails on reaching that point, and a little further, they had dug a deep trench, with the intention of bringing the train to total wreck. Again their design was found out and frustrated on the approach of the train, which immediately turned back. The enemy had to content themselves with firing volleys, as the locomotive retired. The same reception was given to the working train, which was immediately despatched for the necessary repairs, and was well protected by the military. The officers whose duty it was to inspect the line on the completion of the repairs narrowly escaped decapitation by the natives through the warning of the engineer; and had barely the good luck to reach the train and be off before the natives came upon them. At Lambaru they had even the impudence to make an attack on the soldiers' club house, but there they were so well received with revolvers, that they considered it the best policy to declare themselves in a hurry and be off with the utmost speed.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before the Hon. J. Russell, Acting Chief Justice.)

THE HOLLYWOOD ARSON CASE.

The third day's hearing of this case was opened this morning. Two witnesses had been examined, and there were only thirty others for the prosecution, and fifteen or sixteen for the defence. Mr. Robinson applied for permission to recall the last witness, to which his Lordship objected, saying that at the rate the case was going on it would not be finished in three weeks. It was usual to leave much to the discretion of the counsel, but there must be a limit. Many questions had been put which did not bear at all on the case. He would not allow this to be repeated, but would insist on the material bearing on such questions being shown. Mr. Robinson assured his Lordship that he had restricted his questions as much as possible. The hearing of the third witness was afterwards proceeded with.

A LOOK AT THE CHAIN-GANG.

The recent attempt at escape made by some of the convicts at the local Dartmoor at West Point has unquestionably been the principal theme of conversation for the last few days. Before it died the death of every noble day's wonder, and whilst the very irreconcilable evidence of the turnkeys was fresh in the mind of the public, a member of our staff visited Kennedy Town, watched the prisoners at work, and examined the scene of the outbreak. The place is reached by way of the Praya, Queen's Road West, and an irregular track which passes the old Glass Works and ends at the foot of a hill, the road runs down to the beach. About sixty really villainous-looking Chinese—though in fairness to them we must say that the most respectable and upright church deacon would have a rascally look under the same conditions—were at work, digging away the face of the hill and filling up a road with the material thus obtained. They were chained in couples, each having light fetters fastened round both ankles, where flannel bandages prevented any chafing, and fastened at the top to his belt whilst connecting the two was a small chain about four feet long. The few who were unfettered, and only wore the coupling-chain, were the short sentence prisoners referred to by the Superintendent of the Gaol at the Corner's inquiry, who were interspersed on the principle that they would not venture to escape, and would therefore prevent their yoke-fellows from doing so. Each one was comfortably dressed in rough, substantial, Chinese-coolie style, very V.R. and broad-shouldered. The work they were at the time engaged on was on the top of the little hill; to get there one had to go to the end of the road, and go straight on over a part newly filled in, passing a broken-up bank on the right hand, and only where the coupling-chain, were three rude, long, bamboo-jetties, all close together. Keeping on, and passing one place where excavation was going on, a broad winding path led up to the new Police station above, on account of which the work was being done, and to several match-sheds, where the prisoners eat and go for shelter from the elements. The officers in charge were dispersed along the route, each one having a listation. At the entrance to the little Dartmoor stood an assistant turnkey, with the help of his revolver bent back and the butt handy. A little to the left, in about the relation to the rest as a castle in a game of chess, a Sikh stood solidly, long, bamboo-jetties, all close together, near the jetties, another Indian paced about, and watched the slow procession of laborers. High above the hill-path was posted a third guard, commanding the whole of the position, and looking very like a *Graphic* picture of an Afghan rebel. On the beach below a fourth leaned on his carbine, and looked at Green Island. In a line between the man with the revolver and the hill was another turnkey, with one hand on his pistol, and half-way up the hill, just where the path-benders were two more. At the top, near the match-sheds, the remainder of the turnkeys directed the work from different points. The convicts were not divided into batches, but worked altogether. A small proportion were laboring with pick and shovel, levelling a large mound; the rest, in turn, filled the two small basins which each carried on a pole and plodded down the

path to the end of the road, where they dumped their loads. They walked as slowly as they dared, occasionally talking with immovable lips. How they understood each other, is a mystery; Chinese is bad enough at best, but understood almost closed lips it must be almost difficult to comprehend as the average *China Mail* leader. It was just at the point where they deposited their loads, our reporter was informed, that the escapes are attempted. Without warning, ten or a dozen of the prisoners will manage to empty their baskets together, then furiously slip the cords off their bimbos as they walk back. When they reach the next turnkey, who is stationed about a dozen yards from the three jetties, some seize or strike him and try to get his revolver, to prevent him shooting any of them. Others will meanwhile run and attempt to jump the guard who is between them and the junk they are going to escape in, and although they have to run a considerable distance to do so, the alert is not impossible to reach and overpower him before he can fire a shot. That done, they are comparatively safe. The guard on the beach cannot see them, except just as they run along the pier; it is long odds against the "Afghan rebel" touching them, and the revolvers are useless unless the turnkeys run out on the pier after the men, which takes the nearest, except the one first attacked, some time. An escape could be made tomorrow, and if no Siamon happened to be passing, it would be just as successful, and as bloodless, as the last but one.

It is our firm opinion that the greatest deterrent is the good time the men have. As prisoners they work, in a very leisurely way, from eight to four; they get two good meals—fish, rice, &c., in gaol, and boiled rice at midday; they are comfortably clad, live in associated cells, where they can talk—if the patrol does not hear them, and only have the discomfort of being unable to gamble and smoke, and having a chain round their legs and a lock on their door. Speaking of smoking, they often contrive to indulge in that soothing habit, despite the vigilance of their watchers. Every morning the ground is searched for letters, opium, tobacco, &c., which is frequently "planted" by friends of the convicts. It is curious that they should care for tobacco, which is comparatively very little used by the outside Chinese, and it is still more curious how they can contrive to smoke it when they have got it. And yet they do. They smoke it both in pipes and cigarettes, lighting up by kindling a bit of tinder with a spark from a flint struck on the wall, and blowing it into flame. One prisoner, not very long ago, was found to have made a complete opium-smoking apparatus out of a piece of bamboo. Laborers in the chain-gang have been caught, time after time with a rude cigarette hidden in their hands, and recently about fifty squares of cake tobacco were scattered in one part of the road which the gang traversed. Among European prisoners this generosity would have been thrown away, for no prisoner dare stoop to pick a piece up. But a considerable number would have been picked up and secreted by the Chinese convicts. If the advance guard had not seen the tobacco first. Fettered as they are, any one of them would have picked one of the slabs up with his toes and lifted it to his hand as he walked, and not a warden might have been the wiser if every other man had done it. That reminds us of another thing we were told. These prisoners are no great impediment to the warden. They walk slowly and laboriously, and an outsider might be inclined to be sympathetic, but as a matter of fact they trouble them about as much as a collar does a dog. If they like—and as they have been seen to do—they can leap or run for a short distance—as actively as though their hands were cowbells. But speaking of the prisoners has led us from the point. Looking at the measures for the prevention of escapes, we have on the one hand sixty half-barbarous men working almost under the lash, and ready to commit a dozen murders to escape, that they may ruin their depreciable system. They are working, but as may be expected, in a very perfunctory way. A quarter of the number of free coolies would do all that they do. On the other hand there are ten or twelve guards, armed with weapons which hardly one of them has had any practice in using, of different sizes, so that their ammunition is not interchangeable; their cartridges, according to the trial of samples on Saturday, are utterly unreliable, and their positions on the ground make it exceedingly difficult for them to support each other effectively. The latest experience of outbreaks has shown, to the men they guard, give not the slightest indication of any intention to revolt, in a very exact moment when they do so, and they have to be as alert and vigilant as a performer in a den of wild beasts. It is all very well for people to make an outcry about the men's carelessness, but it need not be wondered at when we reflect that those men have been standing at their posts for seven or eight hours unsheltered from the hot sun, watching the endless, monotonous files of sullen slaves, and wearied by the silence enforced by their isolation. In our opinion the continuance of convict labour in such a spot is a waste—even highly dangerous—under the present system, and will continue to be frequent and tragic until more European officers are put on, until every one is armed with weapons of an improved, uniform pattern, with reliable ammunition, and an armed boat is provided to guard the water-side. Without these changes the system is very faulty—with them, we doubt, whether convict labour would not be found expensive economy.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

BRITISH PASSENGER STEAMERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."  
SIR,—I see great laudatory notices in your paper of the wonderful steamers which are being built by British subjects in British dock-yards, but regret to find the said steamers are not able to find their way to Hongkong—at least, they do not come. Handsome is that handsome does, not as handsome looks, and till these "very fine steamers" can give passengers and shippers the same accommodation as some others flying foreign flags, we Britishers must refuse to take our own ships at any valuation except our own. The first-class accommodation in British steamers calling at this port is fairly good, and the food supplied only possible in one or two cases where a specially good cook and an intelligent chief steward happen to be on board. But the second class accommodation is really in such a condition that no man with any regard for his own self-respect could put up with it. As for the third class, there is noise, and judging from what the second class is like it would be quite useless to provide any except for the very hardest of hard cases. But if German and Italian steamship owners can provide good accommodation for three classes of passengers running between two British ports, why cannot the British shipowners? They complain about German and French privileges, and so forth, but appear to make no effort to encourage the patronage of their own countrymen. A few months ago a friend of mine had to go from here to Bombay suddenly, and someone intended to take a passage by P. & O. or Messageries, but he was told that they were not to be trusted. He was told that the second class was good, and only 6000, the second class in the Italian steamers. On inspecting the two ships he found the second class in the *Italia* was



Italian boat, really superior to the first class in the P. & O. vessel, and he therefore was induced to travel in the foreigner in preference to going under his own flag; and his report from Bombay was such as to induce others to follow his example. It is the same between here and London; the French and German boats all provide a third class, which is reported by some to be superior to the second class accommodation in any British steamer. Surely this is a state of things that requires attention; if British shipowners have any regard to their own interests! In another line of British steamers, whose fares are nearly as high as the P. & O. I know by sad experience that the meals are frequently half cold when served. The P. & O. Company's ships are known to be most substantially built and ably commanded and officered—they are ships too, in which a lady might be sent to any part of the world without any fear of her being annoyed by disagreeable temptations, but the suitable accommodation of all classes of the community, why those classes will go elsewhere and will gravitate to foreign flags give them good accommodation and a speedy voyage. If you can find space for the publication of this you will be doing the foreign community in China a service and will oblige

Yours faithfully,

TRAVELLER.

Hongkong, September 26th, 1888.

[We are always ready and willing to air any legitimate grievance that may be sent us, and therefore find room for "Traveller's" series of complaints, although our experiences of British passenger steamers are of an entirely different character. Doubtless the P. & O. and other companies have good reasons for having no third class accommodation on board their steamers, and they ought to be the best judges of their own interests. Second class fares now-a-days are sufficiently in derate to be within the reach of all foreigners in this part of the world, and we can rely on no *raison d'être* for a third class. The person who is dissatisfied with the "chow" provided on board a P. & O. or any other English mail steamer, deserves a six months spell on "salt horse."—Ed., *Hongkong Telegraph*.]

## NEWS BY THE AMERICAN MAIL.

The Pacific Mail Co.'s steamship *City of Sydney*, Capt. D. E. Fricke, with the American mails of the 30th ult., arrived in harbour late last evening. We take the subjoined telegrams from our San Francisco exchanges:—

QUEENSTOWN, August 26th.

The great interest evinced in the ocean race between the Atlantic liners from Sandy Hook subsided soon after the *Umbria* arrived. It was then learned that the builder's engineer aboard the *City of New York* would not allow her mighty engines to be driven at a high rate of speed, no matter what honors the Conard might claim, as the result would likely prove disastrous. Some hours after the prodigious steamer had been sighted from the signal station this morning on the west coast of Ireland an Inman tender steamed out and intercepted her big consort off Roche's point, where her powerful engines were stopped at 11 o'clock this morning, after a passage from Sandy Hook to this point of seven days, twelve hours and thirty-three minutes actual time.

The passengers, among whom were John Sutton, United States navy, and a commander C. H. Davis, United States navy, were loud in their praise of the comfort and accommodation on the ocean in the gigantic steamer, when they compared it to nothing less than a floating palace. The weather was fine during the passage, with light, variable winds, with the exception of two days, the 23rd and 24th, when it blew strong from the northwest, and on the latter day, 25th, a squall with a high wind, but the course taken by the *City of New York* was seventy-two miles shorter than that steered by the *Umbria*, but while travelling over it the port engines were stopped three times and the starboard engines twice, through which it is estimated that a delay of eleven hours was caused to the Inman steamer. During the last four days of the passage the machinery seemed to be working better, during which time sixty-two revolutions were averaged.

From Sandy Hook to noon on the 19th 289 miles were registered; on the 20th, 365; on the 21st, 379; on the 22nd, 366; on the 23rd, 381; on the 24th, 343; on the 25th, 346; and to the arrival of Queenstown, 453; her actual time being the *Umbria*, without stoppages, being twenty-six hours.

HALIFAX (N. S.), August 26th.

Charles Tupper, Minister of Fisheries, arrived here from Ottawa to-day. He said: "I regard the President's message as a campaign document. One would suppose from President Cleveland's message that Canada had no Atlantic ports that we are dependent on the Gulf of St. Lawrence and so cut off from the ocean in winter, whereas we have railway communication from ocean to ocean through Canadian territory, and no western Canadian merchants are already ordering their European imports via Halifax, instead of Boston and Portland as heretofore."

"While I speak without refreshing my memory, it seems odd that Congress should be asked to invest in the President any control over the treatment of Canadian shipping passing through American canals. Since the negotiation of the treaty of Washington it has been asserted that the State Legislature alone could deal with this, and so American plenipotentiaries have under the President's Government to urge that a certain course of treatment be adopted by those authorities. As further proof, however, of the purely political nature of the document, one has only to remember that President Cleveland and the Democratic party, previous to the passage of the retaliatory bill, were convinced that Canada was carrying out the fishery protection service in an exasperating and harassing manner toward United States fishing vessels, and yet President Cleveland abstained from taking any action at that time."

"Supposing President Cleveland obtains the power and enforces retaliation?"

"We can stand it if the United States can," replied the Minister. "They are a more prosperous and richer country, no doubt still the unsettledness of trade will be more in the United States than in Canada. We have every reason, therefore, to believe that notwithstanding the temporary injury from this hostile legislation, our natural interests would be strengthened and our independence so greatly demonstrated, that in future we would be as self-contained as our neighbors to the south feel that they are now. If three of our four million colonists in 1875 found it safe to not only fight their mother country, but had to cut themselves off from her, commercially, and politically, and now feel no regret that they did so, it is not unreasonable for 5,000,000 of Canadians, with all their great advantages, to believe that with the active support of the British empire they may be able to stand commercial separation from the United States."

LONDON, August 26th.

The *Daily News* ridicules the argument that President Cleveland's message relative to the fisheries question is a party move. He would not have recommended retaliation, it says, unless he had regarded it as the best alternative to the

St. PAUL, August 26th.

W. C. Van Horne, president of the Canadian Pacific, being interviewed for the *Pioneer Press* on the proposals contained in the President's message, said: "A policy of non-intercourse between the United States and Canada will damage American railway interests between \$2 and \$3 where it would injure Canadian interests \$1. On Canadians the blow would fall rather heavily on the Grand Trunk lines, but to the Canadian Pacific it would be comparatively slight. There is no money left us in American freight any way, and we could, of course, hold our passenger business."

LONDON, August 27th.

Oscar Moeller, the German shipkeeper who recently ran away with Elsa, Elias, the New York heiress, will be taken to Germany for trial under the extradition laws. His lawyers have decided to let the friends of the girl have their way. The penalty for abduction in Germany is three years more than in England. Elsa Elias came all the way from Munich to appear against Moeller to-day, and brought with her the girl he was engaged to be married to but jilted to get hold of the brewer's daughter's fortune. The testimony given in court to-day by Samuel Untermyer, the New York solicitor for the Elias estate, corroborates the first statements made to the *World* about the girl's fortune. Untermyer said she could not touch the quarter of a million dollars left her by her will, but would be so wealthy that she got from it an income of \$25,000 yearly.

It also appeared from Untermyer's testimony that while Moeller had the girl hid in Holland he wrote to her guardian in New York and offered to produce her if he gave his consent to the marriage. It is one of the boldest attempts at body-grabbing that ever got into court. Moeller was staggered to-day when his jilted sweetheart was brought into court and confronted him. He shook his fist at her. She threw a kiss to Elsa, but she took no notice. She will be the principal witness against him at the trial in Germany.

New York, August 27th.

A cable special from London to the *Mail and Express* says: General Boulanger, on being interviewed, adheres to the decision to withdraw from electoral contests till the general elections of 1889. Meanwhile he will occupy himself in organizing Boulangerist committees in every community. He is convinced that he will obtain a majority of the Chamber in favor of the revision of the Constitution. He denies that he is elected by the Bonapartists and Monarchists, and points out that two-thirds of the votes received for him at Antwerp were from workmen. Despite Boulanger's protestations, however, the fact remains that he has the support of the Monarchists. The Catholic press upholds him as the only possible alternative to the present atheistic church-persecuting Government. Boulanger himself privately promises to extend and confirm the concordat. When visited by the editor of the *Catholic Observer*, Boulanger asked the editor to make public the General's assurance to the Catholics that he would never permit their religion to be interfered with and would maintain the vested rights of the Church.

A cable special from London to the *Mail and Express* says: Monsignor Persico's mission to Ireland is finally closed. The Vatican has countermanded the order for his return to Ireland, and directed him to remain in London and negotiate for the resumption of diplomatic relations with Great Britain. All the Irish Catholic prelates and a section of those in England, headed by Cardinal Manning, have vainly brought pressure upon the Vatican with a view to the recall of Persico. The Vatican's policy of a closer alliance with the English Government keeps Persico here as a special envoy. He has had two private interviews with the Queen.

DUBLIN, August 27th.

The police of Wexford to-day arrested John Redmond, his brother, William Redmond, members of Parliament, and Edward Walsh, Editor of the *Wexford People*, charged with offences under the Crimes Act.

Father Kennedy was arrested for holding a meeting of the suppressed branch of the National League at Duhallow.

HAMBURG, August 27th.

Seven old wooden warehouses at Steinward, containing cotton, rice, sugar and saltpeper, valued at 7,000,000 marks, burned to day. Six persons perished in the flames. The shipping in the docks was mostly pulled out, but several vessels were destroyed. It was feared the flames would cross the river and communicate with the vessels here, in which case the loss would have been immense.

LONDON, August 27th.

Philip Henry Gosse, F. R. S., the English naturalist, is dead, aged 78. [Philip Henry Gosse was born in 1810. In 1827 he went to Newfoundland, where he collected insects and made drawings of them and their transformations. Afterwards he visited Lower Canada, then the United States. He returned to England in 1839 and published "The Canadian Naturalist." He afterward visited Jamaica and published the result of his investigations there. He then devoted himself to microscopic study, and took part in forming collections of marine animals. He published several works relating to the result of his labors.]

KINGSTON (Ont.), August 27th.

The big iron steamer *Algonquin*, from Duluth with 68,000 bushels of wheat, went ashore here this morning. The extent of the damage is not known. The vessel was a new one and built in England.

LONDON, August 27th.

Joseph Chamberlain declines to speak in relation to the rejection of the fisheries treaty, which, he says, has long been foreseen.

Queen Victoria will open on September 1st.

NEWARK (N. J.), August 27th.

Dr. Dennis D. Mulcahy of this city sailed for Paris on Saturday, where he will sue the Duke of Aosta to recover an estate in Spain valued at \$600,000. The doctor's cousin, so goes the story, married a Spaniard of great wealth, who left all his property in trust with the Duke for the benefit of his wife and son. On the death of these two heirs the Duke took possession and refused to acknowledge the doctor's claim or to give up the estate.

LONDON, August 28th.

Prince Bismarck has been seriously out of health for the last two months. He was much tried by Emperor William's death and by the conflicts which incessantly prevailed during the reign of his successors. He has lately suffered from insomnia and been well dosed with bromide of ammonia draughts. He walks very little, and has quite lost his appetite. Some time ago the Prince ceased to observe the regimen prescribed by Dr. Schweringer, commenced to smoke incessantly, and drank ten or twelve tumblers of beer every day. These irregularities thoroughly upset his digestive organs, and he became extremely irritable, the result being that Schweringer is again in command at Friedrichsruhe, and his patient is confined to a nourishing but very simple diet. His only drink is a little weak whiskey and water. I hear from well-informed correspondents in Germany that Bismarck is suffering severely both in mind and body.

The headstrong Emperor is drawing away from the Chancellor's control, for his hasty journey to Russia was undertaken against Bismarck's wishes, and he strongly disapproved of the impending expedition to Rome. What, however, has most deeply wounded the emperor is the retirement of Count von Moltke, which is really took place in consequence of a

hint that such steps would be highly acceptable to the Emperor, who desired his friend, Count Waldersee, who is an object of Bismarck's deep aversion, as the Count is not only a consummate soldier, but also a shrewd, active politician, and both he and his clever wife exercise great influence over the Emperor and Empress. The Count, who is the most prominent member of the war party, is known to differ from the Chancellor in many points.

A dispatch from Tangier says the Emperor of Morocco is determined to wreak quick and fierce vengeance on the rebels who massacred Prince Muley and his 200 followers recently. Troops were sent against the insurgents and given free license to butcher, ravage and burn. Neither children nor aged were to be spared. Women are being castrated and enslaved. The Emperor has ordered the disaffected districts, and it is reported that he is surrounded by besieged insurgents. European powers are being urged to send ships to Morocco to protect Christians and Jews in coast towns.

NEW YORK, August 28th.

The *Mail and Express* London cable special says: General Boulanger having started for Sweden, travelling incognito, the Opportunists are now negotiating a measure for the defeat of Boulanger by the abolition of the system of election by list which they admit was useful in the hands of Gambetta, but assert that is baneful in the hands of an adventurer such as Boulanger. Other attempts will be made to discredit the General. It is reported that at the opening of the Senate Mr. Tilden intends to propose an inquiry into the Boulangerist conspiracy, which would lead to the passage of a law of exception.

PARIS, August 28th.

The *Gazette* has advice from St. Petersburg that another Nihilist plot has been unearthed. The conspirators who had their headquarters near the Imperial Palace, were raided by the police, who captured twelve men and three women. They also secured a number of bombs. Several arrests were subsequently made.

## NEWS BY THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Yaroslavl*, Capt. M. Lonnier, with the French mail of the 24th ult., arrived in port early this morning. The subjoined news are taken from the *London and China Express*:—

The post of Second in Command of the Channel Squadron has been conferred on Rear-Admiral St. G. D'Arcy-Irvine, in succession to Rear-Admiral Rowley, whose term of service is about to expire.

The Admiralty have selected Mr. G. Ansey, one of the constructors at Chatham Dockyard, to superintend the construction of the five swift cruisers for colonial defence which are to be built at Newcastle by Sir W. Armstrong and Co., and at Dumbarton by Messrs. G. and J. Thomson.

It is understood that several of the ships recently engaged in the Naval-Manoeuvre will be recommissioned for foreign service. The *Mercury* is being sent to China and the *Fris* to Australia. It is stated that among the other ships to be commissioned are the *Callington* and the *Justifable*, probably for the Mediterranean Squadron.

The Japanese Government is about to make a considerable purchase of torpedoes, and the agent who will enter into the contracts on behalf of Japan has arrived in London. We understand, however, that England is not likely to receive the orders, but that the rising navy of Germany is to be followed in the type of torpedo to be adopted. Possibly the excellent performances of the Nordenfjeld torpedo and the Howell—which has been developed by the Hotchkiss Company—are not sufficiently well known by the Japanese.

A shocking artillery accident, resulting in the death of two gunners, has occurred at Bovisand Fort, near Plymouth. Forty-two men belonging to the North Irish Division of the Royal Artillery were engaged in a shooting competition with a 40-pound breech-loader firing a 40-pound shell. When the first shot was fired the vent plug was blown from the gun. Gunner Quigg was fearfully mangled and death ensued immediately, and Gunner McAvaney died after lingering half-an-hour. Two others received serious injuries, and two were only slightly hurt.

Bishop Ryle, of Liverpool, is putting rather a damper on the Pan-Anglican Synod. His report and recommendations are doubtless "Anglican," but hardly "Pan." Some bishops are left out. Dr. Ryle says that the English Episcopate should first set their house in order at home; there is plenty of work to be done with the masses, lapsed or other, before going to Scandinavia, or Greece, or Old Catholic communions. Let the English prelates strengthen the things that remain at home before seeking fresh words and pastures new in which to display and develop their energies.

A communication was recently received from Lord Lonsdale bringing his diary up to May 8, when he was just leaving the Athabasca River for a spot further north, and hoped to reach the Arctic Ocean. From later details it appears that his lordship had had anything but a pleasant time. Last winter was very severe at Lake Athabasca, and the Indians were frequently unable to hunt. Nineteen out of the one camp of twenty-three Indians died of starvation at a point about four days' travel north-east of Chippewyan. The Hudson Bay Company sent out provisions to the camp, and brought in the survivors. About fifty Indians were starved to death in the district.

A conference will shortly take place between the Organising Committee of the Imperial Institute and representatives of the principal Chamber of Commerce and Trade Associations, with the object of discussing the suggestions for the operations of the Commercial Intelligence Department. "Atlas," in the *World*, writing on the alterations which are being made on the site of the South Kensington Exhibitions, says: "I even missed the great foundation-stone 'well and truly' laid by Her Majesty the Queen with so much pomp and ceremony. Tell it not in Gath! The ponderous block was placed by an unaccountable mistake in the very centre of the projected road, and even the solemn blessing of my Lord Archbishop has not prevented its removal to some obscure corner!"

Mr. Gladstone was visited on the 20th Aug. at Hawarden by about fifteen hundred Liberals from the Staffordshire Potteries, on the occasion of the presentation to him, by the Liberals of Burslem, of a beautiful vase. The decoration showed symbolic representations of Poland and Ireland, and the right hon. gentleman referred to the two mournful figures, remarking that to find a parallel to England's treatment of Ireland the artist had to go to Russia and to Poland. With regard to the conduct of the Government in Ireland, he emphatically pointed out that the strength of the Tory Government was the support of the self-styled Liberal Unionists. He commented upon the inequality of the positions of Mr. Parnell and *The Times*, and said that Mr. Parnell had wisely entered an action in Edinburgh.

The conclusion of the contests comprised in the annual military tournament brought a large

number of visitors to Woolwich. In the fight between sabres and bayonets, and in the competition between the mounted swordsmen and the Infantry musketeers, the bayonet was in every case victorious. Even against the mounted Lancers the bayonet on foot maintained its supremacy in every case. Then came a series of contests, in which the officers of the garrison engaged, a cup being the prize in each case. Lieutenant Ferrar won in fencing with the sword on horseback, and also took the cup for cleaving the Turk's head; while Lieutenant Askwith won in the lemon-cutting and tilting at the rings, at which a good many failed owing to the oscillation of the objects in the high wind. Fourteen officers likewise tried their hands at tent-peging, and, after a close contest, Lieutenant Wray, of the Riding Establishment, and Surgeon Kavanagh, of the Commissariat and Transport, tied so repeatedly that the peg had to be placed sideways, giving them a mark of barely an inch to aim at. Lieutenant Wray was declared the winner.

## FLOODS IN THE WEST RIVER.

The *Peking Gazette* of September 4th contains a report from the Viceroy Chang Chih-tung, and Wu Ta-cheng, late Governor of Canton, describing a serious flood in the West River of Kwangtung. The Memorialists state that the great inundation occurred in the East River last spring, the region of the West River escaped disaster at the time, though the quantity of water accumulated. That madethem foresee that danger was to be apprehended when the time of the summer freshets should come. The latter part of the spring was generally wet; and in the middle of June tremendous rains fell for several days in succession. The West River and its affluents were all in flood together, the water in the up-stream districts rising to twenty feet above its ordinary level. The North River was also greatly swollen, but not to the same extraordinary extent. Reports of inundations came pouring in from the authorities in the districts lying between the West and the North River. In Shao-ching Fu the water was only kept out of the city by blocking the gates. In Su-hui the market-place became a river. Officers were immediately despatched from Canton with provisions, money, and materials; and on the 27th of June, the Governor-General himself set out, travelling day and night by steam launch. He visited first the West and then the North River, inspecting the principal embankments and stimulating both officials and people to use their utmost efforts to strengthen and repair them. His attention was especially directed to the important embankments at the junction of the two rivers near San-shui, where at his request the Chinese superintended the operations, and the inhabitants themselves laboured with the greatest energy. The flood only rose a few inches higher than that of 1885, but it was more difficult to cope with, owing to the length of time that it lasted and the condition of the country from the quantity of rain which fell locally. The drains in the embankments were closed against the rivers outside, and there was no outlet for the water that accumulated within. It thus became a matter of extreme difficulty to convey materials, procure earth, or perform any labour.

Altogether, in the districts affected, the embankments of twelve large and thirty-nine small enclosures were washed away. In most cases the cause of the disaster was the irresistible force of the confluent rivers; in Kao-ming, a comparatively barren district, it was the poverty of the people, who were unable to provide the necessary funds for repairs; and in Nan-hai Hsien it was the supineness of the inhabitants, who were not soon enough alive to their danger. Where the embankments yielded the whole area of the enclosures was converted into a wide sea. The rice fields were drowned, and the houses partially submerged; but the loss of human life was fortunately very small. Still the condition of the people was pitiable enough. Their harvests were destroyed, and driven from their homes they were forced to take refuge on the hill slopes or the embankment tops.

On the Governor-General's return to Canton the Memorialists took counsel together and made arrangement for distributing relief, for selling grain at cost price, and aiding the people in re-building their houses and repairing the river banks. The water is subsiding with the fresh weather and the people will gradually be able to return to their homes and resume their ordinary occupations.

An Imperial rescript directs the Memorialists at once to do whatever may be necessary for relieving distress and re-building the broken embankments.

## CHINA AND THE UNITED STATES.

Under the above heading "A Peking Official" writes from the capital to our Tientsin contemporary on the 19th inst. as follows:—

By the last two cablegrams from Europe, we have learnt with surprise and indignation that the U. S. Congress has passed a Bill forbidding the return of Chinese after leaving the States, and cancelling all tickets of identity. This is evidently in consequence of the refusal (and proper refusal) of our Government to ratify the Treaty recently made in Washington by our Minister there and the American Secretary of State, prohibiting Chinese immigration into that country for a period of twenty years; and the Congress, yielding to the clamour of the Anti-Chinese crusaders, has passed this unjust and unreasonable Bill, which is clearly a flagrant violation of the express terms of the treaties made with China on the subject. The Bill only requires the sanction of the President before it becomes law. This is the last straw that breaks the camel's back, and China has now to take a decisive step in the matter. If the Chinese Government should be carried into effect, there will be no other course open for China consistent with her dignity as a nation than to adopt retaliatory measures by prohibiting the citizens of the U. S. from coming to China.

This, it will be seen, is by no means proportionate to the harm done to the Chinese interests in America; but it will have to be done in order to show that the Chinese can do the same thing; and if this will have no effect in bringing the U. S. Congress and Government to reason and fairness, then it will be a question for China to consider, whether it is not time for her to cancel her treaties made with that country, to recall all her subjects from there, to expel all the U. S. citizens from this country, and to close all relations and intercourse, diplomatic and commercial, with that country.

Individually, I am strongly in favour of a liberal policy being pursued toward all countries, and I should be very sorry to see a single step taken, which might be called retrograde and anti-foreign; there is, however, a limit beyond which even the most patient and long suffering cannot go, and the most effective way to convince American Congressmen of their folly—who, blind to reason and deaf to sound argument, and reckless of the disastrous consequences that may happen to other men, have passed the obnoxious Bill in order to gratify their prejudice or to treat their own countrymen in China in the same way as the Chinese are treated in America.

## Co-day's Advertisements.

ST. JOHN LODGE

OF HONGKONG, No. 618, S.C.

AN EMERGENCY MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zealand Street, THIS EVENING, the 26th instant, at 8.30 for 9 O'CLOCK, precisely. Visiting Brethren are cordially invited. Hongkong, 26th September, 1888. [956]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA.) JAE P. & O. S. N. Co.'s Steamship.

"ANCONA" will leave for the above places on FRIDAY, the 28th September, at DAVLIGHT. E. L. WOODIN, Superintendent. Hongkong, 26th September, 1888. [13]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG. The Steamship

"CARDIGANSHIRE" Clarke, Commander, will be despatched for the above ports, on the 29th instant. For Freight or Passage, apply to ADAMSON, BELL & Co., Agents. Hongkong, 26th September, 1888. [766]

FOR SINGAPORE (DIRECT). The Steamship

"TETARTOS" Captain Paterson, will be despatched as above on MONDAY, the 1st October, at 4 P.M. For Freight or Passage, apply to AH YON & Co. Hongkong, 26th September, 1888. [944]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF SYDNEY" The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. CHS. D. HARMAN, Agent. Hongkong, 26th September, 1888. [1]

## SPECIAL SALE.

ON

FRIDAY,

AND

SATURDAY NEXT.

TOYS, DOLLS, FANCY—GOODS,

BERLIN WOOLS.

THE HALL AND HOLTZ

COMPANY, LIMITED.

Hongkong, 26th September, 1888. [961]

## GOVERNMENT NOTIFICATION.

A TELEGRAM has been received from Her

Britannic Majesty's Chargé d'Affaires at Tokio intimating that quarantine has been discontinued in Japan against ships arriving from Hongkong and Amoy.

By Command,

FREDERICK STEWART,

Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 26th September, 1888. [960]

CHINA &amp; JAPAN TELEPHONE COMPANY,

LIMITED.

UNTIL the arrival of the NEW AGENT from

England Mr. H. F. HAYLLAR has been appointed Acting Agent of the above Company's Business at this Port.

C. C. PORTER,

General Manager.

Hongkong, 26th September, 1888. [962]

## PARIS, 24, rue Leconclaire, M. MALLET

GRENADE

Wishes to buy all the

Kinds of postage Stamps,

cards and envelopes, especially rare old or sur-

charged issues. To give

the prices in writing.

ONE PENNY

NOTICES OF FIRMS.

NOTICE.

DURING Mr. DENT'S absence from Canton,

Mr. CHARLES JULIUS LAURENTZ

and Mr. FREDERIC ONGLEY SEATON are

authorised to sign for HERBERT DENT &amp; Co. by

procuration.

HERBERT DENT &amp; Co.

Canton 20th September, 1888. [953]

## Masonic.

PERSEVERANCE LODGE OF

HONGKONG,

No. 1165.

AN EMERGENCY MEETING of the above

LODGE will be held in FREEMASONS' HALL,

Zealand Street, on SATURDAY, the

29th instant, at 8.30 for 9 P.M. precisely.

Hongkong, 24th September, 1888. [948]

## To be Let.

TO LET.

ROOMS in "COLLEGE CHAMBERS"

GODOWN, in ICK HOUSE, LANK, lately

occupied by Messrs. BUTTERFIELD &amp; SWIRE,

from the 1st August.

Apply to

DAVID GASSON, SONS &amp; Co.

Hongkong, 13th July, 1888. [11]

## Intimations.

NOTIFICATION.

THE Drill Season of the HONGKONG VOLUNTEERS 1888-9 will commence on the 1st proximo.

Surgeon CANTLIE will attend at Headquarters EVERY FRIDAY EVENING at 6 O'CLOCK when gentlemen desirous of joining can be enrolled, if found fit.

It will be greatly to the advantage of new members joining as early in the month as possible; by doing so they can attend sufficient drills to enable them to pass inspection in marching and carbine exercises on or about the 30th October. This applies also to last year's recruits. It will be necessary to pay strict attention to these drills to pass the inspection. Dates of Drills, &c., will be issued by Order.

J. D. ANDERSON, Lieut., R.A., Adjutant, Hongkong Volunteers, Headquarters, 22nd September, 1888. [942]



## Auctions.

## GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot.

## TO-MORROW.

the 27th day of September, 1883, at 5 P.M., are published for general information.

By Command, **FREDERICK STEWART,**  
Colonial Secretary,  
Hongkong, 15th September, 1883. [91]

Particulars and Conditions of the letting by Public Auction, to be held on THURSDAY, the 27th day of September, 1883, at 4 P.M., by Order of His Excellency the Governor of Two Lots of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

No. of Registry	Locality	Boundary Measurements	Contents in Annual Value	Real Price
65	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
64	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
63	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
62	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
61	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
60	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
59	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
58	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
57	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
56	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
55	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
54	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
53	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
52	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
51	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
50	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
49	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
48	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
47	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
46	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
45	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
44	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
43	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
42	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
41	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
40	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
39	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
38	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
37	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
36	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
35	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
34	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
33	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
32	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
31	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
30	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
29	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
28	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
27	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
26	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
25	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
24	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
23	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
22	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
21	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
20	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
19	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
18	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
17	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
16	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
15	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
14	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
13	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
12	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
11	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
10	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
9	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
8	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
7	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
6	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
5	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
4	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
3	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
2	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650
1	The Ridge, North of "Austin Arms"	100' x 210'	18' 132'	3650

## PUBLIC AUCTION.

THE Undersigned have been instructed by the Senior Ordnance Store Officer, China, to sell by Public Auction, on

## FRIDAY,

the 28th day of September, 1883, at 11 A.M., Her Majesty's Ordnance Stores, Queen's Road East.

THE FOLLOWING GOVERNMENT STORES, ETC.

BOATS (CUTTER AND DINGHY), AXLES, TREES, CANVAS, BELLOWS, WOOLLEN RAGS, CAST AND WROUGHT IRON, STEEL, TIN, OLD FILES, CASES, PACKING CASES, IRON DRUMS, UMBRELLAS, BED MATTES, LUFF TACKLES, OLD TIMBER, WATERPROOF COATS, SPADES, ROPE TRACES, WHEELS, &c., &c.

ALSO A QUANTITY OF WORN OUT CLOTHING.

TERMS OF SALE: Cash on delivery in Mexican Dollars, weighed at 7.17. All faults and errors of description at purchaser's risk on the fall of the hammer. All Lots to be cleared within 48 hours.

LANE, CRAWFORD & Co., Auctioneers.  
Hongkong, 25th September, 1883. [952]

## PUBLIC AUCTION

AMERICAN, SHANGHAI AND BEST HONGKONG-MADE FURNITURE.

THE Undersigned has received instructions to sell by Public Auction, on

## MONDAY,

the 1st October, 1883, at 2 P.M., at No. 79, Wyndham Street.

ELEGANT AND SUPERIOR AMERICAN SHANGHAI AND BEST HONGKONG-MADE FURNITURE,

comprising—

CRIMSON PLUSH COVERED DRAWING ROOM SUITE, CARVED OVER-MANTELED CHIPPENDALE MIRRORS, HANDSOME VELVET MANTLEBOARD, MARBLE TOP CHIFFONIER with MIRROR, BACK, CANTON MARBLED, BLACKWOOD TABLES, DEVONPORT, HANDSOME LACE CURTAINS, SILK AND GOLD EMBROIDERED JAPANESE SCREENS, BEAD CURTAINS, BRONZES, VASES, &c.

EXTENSION TEAK DINING TABLE, MOROCCO COVERED DINING-ROOM SUITE, CROCKERY AND GLASSWARE, PLATED WARE, CUTLERY, MARBLE TOP SIDEBOARD, &c.

BRASS AND IRON BEDSTEADS with PATENT WIRE MATTRESSES, HAIR-MATTRESSES, and PILLOWS, MARBLE TOP WASHING STANDS, and SETS, and DRESSING TABLES.

American-made BUREAUX, MARBLE TOP MIRROR with FOLDING BED COMBINED, HAIR-MATTRESS, etc., LADY'S WARDROBES, PLATE GLASS DOORS, SILK TAPESTRY BEDROOM SUITE, FENDERS, IRONS, &c., etc.

BRUSSELS and TAPESTRY CARPETS, CENTRE CARPETS, AXMINSTER RUGS, BRUSSELS STAIR CARPETING, AMERICAN COOKING STOVE, JAPANESE FLOWER BOTS.

The above will be on view on SATURDAY AFTERNOON, and Catalogues will be issued previous to the Sale.

TERMS OF SALE.—As Customary.

G. R. LAMBERT, Auctioneer.  
Hongkong, 25th September, 1883. [953]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the half-year ended 30th June, 1883, on or before the 30th instant, on which date the Accounts will be CLOSED.

By Order of the Board of Directors.  
D. GILLIES, Secretary.  
Hongkong, 23rd September, 1883. [954]

## Insurances.

## THE NEGLECT OF LIFE ASSURANCE.

THERE is no feature of our civilised life that strikes a thoughtful man with more force than the neglect of LIFE ASSURANCE. By payment of a small quarterly subscription any man of good health can secure a very large sum to his family in case of premature death, yet hundreds of families brought up in comfort—perhaps in luxury—are left in extreme poverty every year from the bread winner having neglected to assure his life. In the East many a man lives up to his income, knowing well that if death cut him off suddenly, his wife and children would be left almost wholly unprovided for. All this can be prevented by Life Assurance.

## EVERY FACILITY

In connection with Life Assurance Business is afforded by

THE STANDARD LIFE OFFICE, one of the largest and wealthiest of the Provident Institutions of the United Kingdom. Forms of application and all information will be promptly afforded on application to any of the Standard Company's Agents, or to

THE BORNEO COMPANY, Ltd., Agents, Hongkong.  
Hongkong, 29th June, 1883. [659]

ECONOMIC FIRE OFFICE, LIMITED, LONDON.

AUTHORISED CAPITAL £1,000,000  
SUBSCRIBED CAPITAL 357,500  
PAID-UP CAPITAL 71,500

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept RISKS at CURRENT RATES.

F. NAUDIN & Co.,  
Office, No. 58, Queen's Road Central,  
Hongkong, 17th September, 1883. [921]

## GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL £1,000,000  
RESERVE FUND £240,000

BOARD OF DIRECTORS.  
LEE SING, Esq. LO YUEN MOON, Esq.  
LOU TSO SHUN, Esq.

MANAGER.—H. AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST,  
Hongkong, 17th December, 1883. [858]

## NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED £1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES ON GOODS, &c. Policies granted to all Parts of the world at any of its Agencies.

WOO LIN YUEN, Secretary,  
10, QUEEN'S ROAD WEST,  
Hongkong, 21st September, 1883. [150]

## Intimations.

ROSE & CO.

BEG to inform the Residents of Hongkong and Out Ports, as they have disposed of their Business to the HALL & HOLZ CO-OPERATIVE COMPANY, and as they are leaving the colony at an early date, ALL ACCOUNTS owing to them are requested to be paid by the First of October next, and ALL CLAIMS against them to be sent in for collection at once.

ROSE & Co.,  
Hongkong, 21st September, 1883. [939]

## HONGKONG CRICKET CLUB.

THE Ground will be open for practice and Lawn Tennis on SATURDAY NEXT, the 30th instant.

Gentlemen desirous of proposing New Members will find Lists for that purpose in the HONGKONG CLUB and CRICKET CLUB PAVILION.

The opening Match FIRST TWELVE V. ALL COMERS will be played on FRIDAY and SATURDAY, the 5th and 6th October. Intending players will please sign their names on the lists which are also lying in the Hongkong Club and Cricket Club Pavilion.

ARTHUR K. TRAVERS, Hon. Sec.  
Hongkong, 24th September, 1883. [945]

## THE STEAM LAUNCH COMPANY, LIMITED.

THE Steam Dispatch Launch

"BONNIE," is now lying off Pedder's Wharf for Hire. For terms apply to

THE COMPANY'S OFFICE, 1, Pedder's Street.  
Hongkong, 12th September, 1883. [899]

## THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, the 30th May.

WEEK DAYS.  
The CARS RUN as follows between St. JOHN'S PLACE and VICTORIA GAP—

8 to 10 A.M. every quarter of an hour.  
10 to 12 P.M. " " " " " "  
12 to 2 P.M. " " " " " "  
2 to 4 P.M. " " " " " "  
4 to 8 " " " " " "

Down Cars between 8 & 10 A.M. for 1st Class Passengers only.

SUNDAYS.  
1 past 12 to 1 past one every quarter of an hour, and from 4 to 8 P.M. every quarter of an hour.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office of MACEWEN, FRICKEL & Co., General Managers.

VICTORIA EXCHANGE, 50 & 52, Queen's Road,  
Hongkong, 17th August, 1883. [539]

## FOR HIRE

THE Fast Steam Launch "ELK" is always kept under steam off Pedder's Wharf and is at the service of the public for proceeding to and from Steamers, Picnic and Bathing Parties, &c.

For particulars, apply to  
CRUICKSHANK & Co., Ltd.  
Hongkong, 17th August, 1883. [801]

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Abyssinia	Vancouver	September 26th	Adamson, Bell & Co.
Euphrates	London	September 26th	Russell & Co.
Venetia	Bombay	September 28th	P. & O. S. N. Co.
Benvenue	London	September 28th	Gibb, Livingston & Co.
Japan	Calcutta	October 1st	D. Sassoon, Sons & Co.
Albany	Vancouver	October 11th	Adamson, Bell & Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, via Suez Canal	Moyne	Adamson, Bell & Co.	About 8th Oct.
London, via Suez Canal	Achilles	Adamson, Bell & Co.	September 29th.
London and Hamburg	Cardigan	Adamson, Bell & Co.	September 29th.
Vancouver, via Saigon, &c.	Melbourne	Messageries Maritimes	To-morrow, at noon.
Bremen, via Ports of Call.	Braunschweig	Messageries Maritimes	To-morrow, at 10 a.m.
Havre and Hamburg, &c.	Phlegon	Siemens & Co.	Sept. 30th, at 10 a.m.
San Francisco, via Yama	Electra	Siemens & Co.	Oct. 1st, at 10 a.m.
San Francisco, via Yama	City of Sydney	Pacific Mail S. S. Co.	Oct. 1st, at 3 p.m.
Vancouver, B.C., via A. &c.	Arabia	O. & O. S. S. Co.	To-morrow, at 3 p.m.
Sydney and Melbourne	Tartar	Adamson, Bell & Co.	Oct. 4th, at 3 p.m.
Straits, Colombo & Bombay	Thibet	P. & O. S. S. Co.	Sept. 29th, at noon.
Penang and Singapore	Tartar	Adamson, Bell & Co.	Oct. 1st, at 4 p.m.
Bangkok	Almora	Jardine, Matheson & Co.	About Sept. 28th.
Yokohama, via Nankai, &c.	Tachibana	Yuen Fat Hong	Sept. 28th, at 4 p.m.
Yokohama and Kobe	Aburatsubo	P. & O. S. S. Co.	About Sept. 28th.
Kobe and Yokohama	Euphrates	Adamson, Bell & Co.	About Sept. 27th.
Nagasaki, Kobe, &c.	Clanmorangshire	Adamson, Bell & Co.	To-morrow.
Nagasaki, Kobe, &c.	Clanmorangshire	Adamson, Bell & Co.	To-morrow.
Shanghai	Hydaspes	P. & O. S. S. Co.	Quick despatch.
Shanghai	Peking	Siemens & Co.	To-morrow, at 4 p.m.
Shanghai, via Amoy	Prometheus	Butterfield & Swire	To-morrow, daylight.
Coast Ports	Haitan	Douglas Lapraik & Co.	Sept. 28th, at 10 a.m.

## Intimations.

## PIANOS FOR SALE.

## PIANOS ON HIRE.

**A. HAHN,**  
PIANOS TUNED AND REPAIRED.  
MY DANCING CLASSES  
WILL BE RE-OPENED,  
ON  
THE 1st OCTOBER NEXT.

All Applications or Orders please address to  
No. 22, ELGIN STREET or 60 HONGKONG HOTEL.  
Hongkong, 21st September, 1883. [957]

**W. POWELL & CO.**  
JUST RECEIVED AN ENTIRELY NEW STOCK OF

IRON and Brass Bedsteads and Infant's Cots.  
Spring Mattresses. Hair Mattresses.  
Rattan Mattresses. Wool Mattresses.  
Pillows, Bolsters, and every description of Bedding and Bedroom Furniture.

W. POWELL & CO.

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